



**BOARD MEETING MINUTES
DECEMBER 6, 2012**

**Sacramento City Hall
915 I Street
Sacramento, CA 95814
10:00 AM**

The public meeting of the California High-Speed Rail Authority Board was called to order on December 6, 2012 at 10:28 a.m. at the Sacramento City Hall, Sacramento, CA.

Members Present: Dan Richard, Chair
 Tom Richards, Vice-Chair
 Thomas Umberg
 Jim Hartnett
 Mike Rossi

Members Absent: Lynn Schenk, Vice-Chair

Pledge of allegiance was administered by Mr. Umberg.

Minutes prepared in the order items were presented during the meeting.

Public Comment

An opportunity was made for public comment. Speakers commented on a variety of topics.

Agenda Item #2-Update on Revised Memorandum of Understanding (MOU) with Caltrain

Mr. Ben Tripousis (High-Speed Rail Authority Northern Regional Director) presented to the Authority Board Members an informational briefing on the current status of negotiations with the Peninsula Corridor Joint Powers Authority regarding a revised MOU to outline the development of a blended system in the Peninsula Corridor.

Mr. Tripousis reminded the Board Members the peninsula corridor Joint Powers Board and the Authority are in partnership to share the peninsula rail corridor and to provide commuter and high-speed rail services. The revised 2012 business plan established a change in the direction for the high-speed rail project with the development of the blended system. As a result, the existing agreements with the JPB, the 2004 Memorandum of Understanding, and the 2009 agreement and amendment are outdated. A new updated agreement is needed to reflect current policies defined in the revised business plan, the 2012 nine party funding MOU, and the high-speed rail early investment strategy for a blended system in the peninsula corridor.

Mr. Tripousis explained that the updated agreement will define a new partnership for planning, environmental review, design, and construction of the blended system. The principles being considered for inclusion in the updated agreement include the following: What the blended system will do including utilization of existing tracks and right-of-way, remaining within the existing JPB right-of-way, and accommodating future high-speed train service. The new agreement will outline the JPB's responsibilities including implementation of early investment projects defined in the nine party MOU, an update of the electrification environmental document, which was originally completed in 2009, and the JPB will also lead and complete the implementation of the advanced signal system expected to be completed by 2015.

The Authority's responsibilities outlined in the new agreement will include incorporating early investment projects into the next update of the business plan and will release seven-hundred-and-six million in Prop 1-A funding for the early investment projects. The JPB and the Authority will work together to develop an organizational framework to deliver the early investment progress and continue planning for the blended system.

Mr. Tripousis went on to explain that the Authority will also continue the negotiated cost-sharing arrangement to administer and manage the delivery of the investment projects. Mr. Tripousis explained to the Board Members that Tom Fellenz, has been working with Caltrain's lead counsel on the agreement to further solidify the agreement. Mr. Tripousis explained that Authority staff will be seeking input from the corridor including the City County partners, the nine party, MOU signatories, and other stakeholders regarding the update of the MOU. In addition, staff will be soliciting input from the Caltrain modernization program to local policy maker group, whose meeting is scheduled for December 20th, as well as from the next city, county stakeholders coordination meeting to be held on December 12th. Mr. Tripousis went on to say that once stakeholder input has been received, staff expects to return to the board in February to request approval of the revised MOU. Mr. Tripousis explained that it's important to note that the peninsula and the JPB is receiving a similar informational report at their board meeting this morning and that the JPB is planning to request approval of the MOU in January.

Agenda Item #1-Approval of Meeting Minutes from October 4, 2012

Moved by Vice Chair Richards. Mr. Hartnett seconded the motion. The Meeting Minutes were approved unanimously (5-0).

Agenda Item #3-Proposal to Adopt a Policy to Promote Enhanced Community Benefits During Construction of the High-Speed Rail System

Mr. Robert Padilla (Small Business Advocate for the California High-Speed Rail Authority) presented to the Board Members the request for the Board Members to adopt the policy optimizing benefits to California communities, small businesses, and residents through participation of community-based small businesses and individuals in economically distressed areas in the construction of the system.

Mr. Padilla explained to the Board Members that the policy will serve to enhance small business participation reflective of the adversity of California including disadvantaged business enterprises, disabled business enterprises, and micro business and those certified by the State of California with the Department of General Services.

Mr. Padilla reported that the community benefits policy includes a national targeted workers program initiative. This target is hiring a minimum of 30 percent of all hours of project work shall be performed by a national targeted worker. A minimum of ten percent within that national targeted worker hours shall be performed by a disadvantaged worker. The applicability defines the disadvantaged worker as those that are homeless, custodial legal parent receiving public assistance, lacking a GED or high school diploma, those having a criminal record or other involvement with the criminal system, suffering from chronic unemployment, emancipation from the foster care service, being a veteran, and being an apprentice.

Mr. Padilla stated that the policy of the board is designed to ensure the long-term benefits of the California high-speed rail system. The policy and program initiative applies to Construction Package Number One through Construction Package Number Five. These are the construction contracts awarded by the Authority, and for your consideration, the policies will include compliance with this policy and program initiative, as materially termed, in all of the Authority's materials determined applicable by Authority construction contracts.

Vice-Chair Richards moved to adopt the policy. Mr. Hartnett seconded the motion. Resolution #HSRA 12-30 passed unanimously (5-0).

The Board adjourned into Closed Session at 11:20 a.m.

The Board reconvened from Closed Session into Open Session at 12:10 p.m.

Agenda Item #4-Closed Session Pertaining to Litigation

The Board returned from closed session with nothing to report.

Chairman Richard adjourned the board meeting at 12:10 p.m.